

ESTABLISHED 1881

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Banks.

18

Estimations

letters of credit on its Branches and correspondents in the East, on the Continent, Great Britain, America, and Australia, transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on balances.

Fixed Deposits 12 months 4% per annum

Do. 6 do.	4% do.
Do. 3 do.	3% do.

J. L. VAN HOUTE
Agent.

100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

HAVING been appointed AGENTS
for the above Company, (we shall be
pleased to give any information as to rates
passage, &c. in connection with above.)
SHEWAN, TOMES & CO
AGENTS

Hongkong, 30th September, 1907.

Houliang and Jia [2006]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN," 2,363 tons, Captain S. Bell Smith.
 "POWAN," 2,338 " " " H. I. Black.
 "FATSHAN," 2,260 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " B. Branch.
 "HEUNGSHAN," 1,998 " " " R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain W. A. Valentine.
 "SUI-TAI," 1,651 " " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain W. Reynolds. (At Dock).
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDU-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,88 tons, Captain J. Willcox.
 "NANNING," 1,69 " " " Mackintosh.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
 Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 12th September, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.

For further information apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. COMPANIES.
 Hongkong, 9th August, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
 Departure from Hongkong at 9:30 P.M. (Sundays excepted).
 Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Wharf is at the end of Wing Lok Street (Tram Station).
 Canton Agents—Messrs. E. Pasquet & Co.
 For further particulars, please apply to—
 BARRETTO & CO.,
 Agents.
 Hongkong, 5th April, 1907.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.,
BARRETTO & CO.,
General Agents.

Hongkong, 26th September, 1907.

Hotel.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
 The only First-Class Hotel in Kowloon.
 Most Charming and Popular Resort in the Colony.
 Electric Lights, Fans and Call Bells.
 Bath Rooms attached to Each Room.
 Telephone Address:
 "CHEF" HONGKONG.
 Telephone No. K4.

Unrivalled for Comfort and Cuisine.
 Thoroughly Up to Date with Every Modern Luxury.
 Billiards and Bowling-Alleys.
 Moderate Terms and No Extras.
 Modern Management.
 O. E. OWEN,
 Proprietor.
 (708)

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK. Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 108, or 681.

Telegrams, "Dock, Yokohama," Jodes A. B. O. 4th and 5th Edt.
Liebers, Soette, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"ROON" Capt. Meiner	About THURSDAY, 8th Oct., 1907.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"GOEBEN" Capt. Wilhelm	WEDNESDAY, Noon, 9th Oct., 1907.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. Missen	THURSDAY, Noon, 10th Oct., 1907.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. v. Senden	About THURSDAY, the 18th Oct., 1907.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of October, 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 26th September, 1907.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
JIJIWONG	JAPAN	Second half Sep.	JAVA PORTS	First half Oct.
TJIBODAS	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJIMAH	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIKINI	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIPANAS	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.
TJILATJAP	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 775.
 YORK BUILDINGS, 1st floor,
 Hongkong, 26th September, 1907.

Dentistry.

TSIN-TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 26th June, 1904.

DR. M. H. CHAUN.

THE LATEST METHOD

OF THE

AMERICAN SYSTEM OF DENTISTRY

35, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1905.

THE GYMKHANA.

The programme of the fifth meeting to be held at the Happy Valley, on Saturday, 5th inst. (weather permitting), is as follows:—

Patrons: His Excellency Sir Frederick Lugard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral Sir Arthur W. Moore, K.C.B., K.C.V.O., C.M.G.; His Excellency Maj. Genl. R. G. Broadwood, C.B.; Commodore R. H. 8 Stokes, R.N.

Committee: The Stewards of the Hongkong Jockey Club (ex officio), The Hon. Mr. F. H. May, C.M.G.; Major Parker, Messrs. C. H. Ross, H. P. White, G. K. Hall, Branton, D. Macdonald, and Captain Thompson.

Judge: Mr. C. J. Ross.

Handicapper: Major Parker.

Clerk of Scales: Mr. H. P. White.

Starter: Maj. Parker.

And Starter: Mr. J. Paterson.

Time Keeper: T. S. Forrest.

Hon. Sec. and Treasurer: Mr. R. F. C. Maiter.

1.—3.00 P.M.—GYMKHANA CLUB CHALLENGE CUP.—Distance one mile. For all China ponies. Catch weights at 10st, 6lb. Winners of an open race or open griffin race 5 lb. extra. Non-winning subscription griffins allowed 5 lb. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. To be won by the pony scoring most marks in the races for the cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lb. extra for each win in subsequent starts for the cup, but in the event of a pony carrying the penalty not winning, 2 lb. to be deducted next time he starts. Penalties accumulative up to 15 lb. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season a cup, will be presented by Commodore R. H. 8 Stokes, R.N., to the owner of the pony obtaining the second highest number of marks.

Mr. Dryadus's Coxcomb, 119 lb.
 Mr. Godfrey Master's Astral, 146 lb.
 Mr. Godfrey Master's Blue Nile, 159 lb.

2.—3.30 P.M.—ONCE ROUND FLAT RACE.—For China ponies which have run and not won at gymkhana meetings this season. Weight for inches as per scale. Subscription griffins 19:5-07 allowed 7 lb. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st prize: A cup presented, and prize: \$5. (Entrance fees to go to winner).

Mr. Brutton's Kingston, 155 lb.
 Mr. Brutton's Septima, 157 lb.
 Mr. H. B. L. Dowbiggin's No Wancher, 145 lb.
 Mr. E. A. Hankey's Off Chance, 148 lb.
 Mr. E. Kadoprie's Manchurian Chief, 152 lb.
 Mr. Medico's Nigel, 142 lb.
 Mr. A. Morley's Southdown, 110 lb.
 Mr. Robert's Velocity, 112 lb.
 Mr. M. W. Slade's Zaptier, 155 lb.

3.—3.40 P.M.—LADIES' NOMINATION RACE.—Gentlemen to start dismounted at a given point. On the word "go" mount and ride over a paper "water" jump to their nomination-tricks who will in the meantime have been given hats to trim. Gentlemen will dismount a little before reaching their nomination-tricks. When hats are trimmed ladies will assist gentlemen to put them on. Gentlemen will then mount and ride home over a course which will be indicated and which will include a paper hurdle and through a screen. Hats and trimming will be provided by the Club. Time limit for hat trimming 4 minutes. Points for pace and hat trimming. Hats must be worn when passing winning post and if dropped or knocked off en route must be picked up. Any competitor backing or siding his pony over or through any obstacle will be disqualified. Entrance fee \$5. First and second prizes presented by the Club. No whips or spurs allowed. Ladies are requested to provide their own needles and cotton. Post entries.

4.—4.10 P.M.—FIVE FURLONGS FLAT RACE.—HAR DICAR.—For all China ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st prize: A cup presented by the Hon. Mr. H. Keswick, and prize: \$5. (Entrance fees to go to winner).

Mr. Brutton's Kingston, 152 lb.
 Mr. C. Paul Chatter's Rust, 154 lb.
 Mr. W. C. Clarke's Lucifer, 146 lb.
 Mr. Dryadus's Coxcomb, 168 lb.
 Mr. Dryadus's Grey Tick, 152 lb.
 Mr. E. A. Hankey's Off Chance, 149 lb.
 Mr. Kadoprie's Manchurian Chief, 152 lb.
 Mr. Godfrey Master's Astral, 168 lb.
 Mr. G. E. Morell's Homicide (late Peard), 140 lb.
 Mr. Robert's Velocity, 141 lb.
 Mr. Ross's Minnch, 141 lb.

5.—4.30 P.M.—TENT PEGGING CHALLENGE CUP.—Presented by His Excellency Major-General Broadwood, C.B. For China ponies. To be run for five times and to be won by the rider scoring most marks at the end of the season. Best of three runs at each meeting. Points for pace and style. Open to members of both services as well as to members of the Gymkhana Club. Winners of this event at the first two gymkhanas of this season to count marks scored by them at this meeting towards aggregate only. Mementos presented at this meeting to be taken by riders scoring highest number exclusive of winners at the first two gymkhanas meetings this season. Entrance fee \$5. A memento presented to the 1st and 2nd. Post entries.

6.—5.00 P.M.—ONCE MORE AND A QUARTER FLAT RACE.—HANDICAP.—For all China ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st prize: A cup presented by H. N. Meddy, Esq., and prize: \$5. (Entrance fees to go to winners).

Mr. Brutton's Kingston, 152 lb.
 Mr. C. Paul Chatter's Rust, 154 lb.
 Mr. W. C. Clarke's Lucifer, 146 lb.
 Mr. Dryadus's Coxcomb, 168 lb.
 Mr. Dryadus's Grey Tick, 152 lb.
 Mr. E. A. Hankey's Off Chance, 149 lb.
 Mr. Kadoprie's Manchurian Chief, 152 lb.
 Mr. Godfrey Master's Astral, 168 lb.
 Mr. G. E. Morell's Homicide (late Peard), 140 lb.
 Mr. Robert's Velocity, 141 lb.
 Mr. Ross's Minnch, 141 lb.

To Let.

TO LET.
 ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.
 Apply to—
 JARDINE, MATHESON & CO., LD.
 Hongkong, 22nd June, 1907.

TO LET.
 A HOUSE in KNUTSFORD TERRACE, KOWLOON.
 Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 1st October, 1907.

TO LET.
 LARGE and SPACIOUS GODOWNS Nos. 9, 9a, 9b, 9c, and 10, PRAYA EAST, formerly in the occupation of the Admiralty.
 Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 1st October, 1907.

TO LET.
 LATHERLEIGH, Conduit Road.
 No. 1, RIFON TERRACE, Bonham Road.
 OFFICES in KING'S BUILDING and YORK BUILDING.
 GODOWNS on PRAYA EAST.
 A HOUSE in CLIFTON GARDENS, Conduit Road.
 ATS in MORRISON TERRACE.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 1st October, 1907.

TO LET.
 2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.
 No. 35, CATHE ROAD.
 AUCTION ROOMS, No. 2, ZETLAND STREET.
 GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tiling, Curtains.
 Nos. 1 & 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—
 LEIGH & ORANGE,
 1, Des Voeux Road.
 Hongkong, 13th August, 1907.

TO LET.
 HOUSE No. 2, ROSE TERRACE, Kowloon.
 HOUSE No. 1, ROSE TERRACE, Kowloon, from 1st August next.
 Apply to—
 COMRADORE,
 Barretto & Co.
 Hongkong, 24th July, 1907.

TO BE LET.
 A 3 from 1st August next, No. 7 MORRISON HILL.
 Apply to—
 Messrs. JARDINE, MATHESON & CO., LTD.
 Hongkong, 29th June, 1907.

Intimations.

THE HONGKONG STUDIO

HIGHER CLASS PHOTOGRAPHY.
41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS, and ENLARGING and COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
Hongkong, 16th September, 1907.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Bags of 50 lb. net, \$2.70 per Bag.
In Bags of 100 lb. net, \$4.50 per Bag.
SHEWAN TOMES & CO., General Managers.
Hongkong, 26th October, 1907.

Intimation.

WM. POWELL, LTD., ALEXANDRA BUILDINGS.

Children's Outfitting Dept.

DAINTY STYLES IN CHILDREN'S MILLINERY.

BOYS' COATS and TUNICS.

INFANTS' CLOAKS and PELISSES.

WM. POWELL, LTD., HONGKONG.

Hongkong, 21st September, 1907.

Consignees.

"INDRA" LINE, LIMITED.
NOTICE TO CONSIGNEES.
FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRAPURA"

having arrived from the above Ports. Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 1st October, at 5 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 12 o'clock Noon, TO-DAY.

JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 25th September, 1907. [855]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"SUEVIA,"

Captain Selmer, having arrived; Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st October, at 5 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 25th September, 1907. [866]

S.S. "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Atreos* and *Charente*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 7th October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th October, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 7th October, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent, Hongkong, 30th September, 1907. [111]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"POONA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent, Hongkong, 30th September, 1907. [12]

SWATOW DRAWN WORK COMPANY,

38, WELLINGTON STREET.

Dealers in all kind of HAND-MADE DRAWN CHINESE LINEN, GRASS CLOTH, &c., all of the best quality;

ALSO

SWATOW BEST PEWTER-WARE.

CANTON EMBROIDERY and CHINESE LACES,

all from the best French patterns,

HONGKONG AND SWATOW, Hongkong, 13th September, 1907. [828]

THE LAUNCH OF THE "TENYO-MARU."

JAPAN'S GREATEST LINER

In beautiful weather the *Tenyo-maru*, Japan's newest and greatest liner, was successfully launched from the Mitsui Bishi Dockyard's slips at Tatagami on the 14th ultimo. Considerably over one thousand invitations to witness the launch had been issued by the Company, says the *Nagasaki Press*, and nearly that number of guests were present in addition to which practically the whole of the employees of the yard were as near the new vessel as they could possibly get. The hill at the rear of the shipyard was crowded with persons and the Nagasaki school-children were marched to Kozono and its vicinity from whence a good view of the ship entering the water could be obtained.

The guests present included Governor and Madame Arakawa, Mayor Kitagawa, Rear-Admiral Takekuni (of the Navy Department, Tokyo) and a number of naval officers from Sasebo, the foreign Consuls, and a large number of Japanese and foreign residents including many ladies. Mr. S. Asano President of the Toyo Kisen Kaisha, Mr. Asano, and Mr. Shiraiishi (General Manager of the Toyo Kisen Kaisha) came from Tokyo to attend the ceremony. The steamship company's local agents, Messrs. Holme, Ringer & Co., was represented by Mr. J. H. Wallace. Mr. H. Shoda, of the Mitsui Bishi Company's Tokyo office, was also present.

Punctually at 11.30 a.m., Mr. H. Maruta (General Manager of the Dockyard) requested Mr. Asano to cut the electric wire and release the vessel. For a few minutes the suspense was broken only by the noise of the workmen as they laboured to assist the movement of the gigantic hull, then a tremendous shout of *Banai* was given by the immediate spectators as the vessel was seen to commence gliding down the ways and was received with great volume by the people on the hillside and doubtless by the children on the Nagasaki shore. As soon as she entered the water ships and launches in harbour blew their sirens and swelled the noise. The *Osaka-maru* was in waiting, a towline was speedily made fast and the *Tenyo-maru* was taken to Akumura where she will be engaged.

The vessel being safely launched, the guests proceeded to the mould loft, where a cold luncheon was served. Addresses of congratulation were read by Mr. Miyoshi (Chief Naval Architect of the Board of Trade) and Rear-Admiral Takekuni on behalf of the Ministers of Communications and the Navy respectively. Mr. H. Maruta then rose and proposed the toast, "Success to the Toyo Kisen Kaisha and the *Tenyo-maru*." In so doing, he thanked the guest for their presence and then referred to the enterprise of the steamship company in having such fine vessels built and to the impetus given to Japanese shipbuilding by the order being placed with the Mitsui Bishi Company. Mr. Maruta concluded by calling for *Banai* for the *Tenyo-maru*, the Toyo Kisen Kaisha, and Mrs. Asano, and they were given with good will.

The President of the Toyo Kisen Kaisha briefly replied. He thanked Mr. Maruta for the good wishes and then said how pleased he was to see such good shipbuilding work being done in Japan. He toasted the "Mitsui Bishi Dockyard and Engine Works" and it was responded to with enthusiastic *Banai*.

At 12.30 the company dispersed but not before congratulations had been personally tendered to Mr. Maruta, Mr. J. S. Clark (Consulting Naval Architect at the Dockyard), and others intimately associated with the success attained. A beautiful model of the new steamer was on view and elicited high praise for the designers.

The Mitsui Bishi Dockyard and Engine Works is often referred to as Nagasaki's one industrial concern; it is matter for congratulation, therefore, to see its superiority over all other shipbuilding yards in the Far East so amply demonstrated.

The vessel which was launched yesterday was the first laid down of three sister ships ordered by Toyo Kisen Kaisha (Oriental Steamship Company). She has various distinctions, among them that of being the largest merchant steamer ever launched in Japan or in fact in the Pacific and Indian Oceans. The turbine system of propulsion has been adopted and she will be the first trans-Pacific turbine liner as well as the first vessel to be built in Japan and adapted for the system. When completed, with her speed of 19 knots and superior accommodation, she will compare favourably with first-class Atlantic liners and be without a rival on the Pacific until her sister ships are in service.

The vessel's keel was laid down in November, 1905, so that she was twenty-two months on the stocks. Considerable delay in the arrival of the raw material from England prevented the builders from making record progress with the construction. The double bottom was completed in September, 1906, and the frame erection in December. About twice the quantity of steel has been worked into the *Tenyo-maru* of that in the *Y.Y.K.* s.s. *Tungo-maru* which has hitherto had the distinction of being the largest product of Japanese shipbuilding enterprise and was likewise built at Mitsui Bishi Dockyard and Engine Works. Much of the success attained by the Mitsui Bishi Company has been due to the acquisition of only the most advanced and scientific machinery.

The stern of the vessel is built on most graceful lines, the adoption of the turbine have greatly affected the shape. There are three propellers, of manganese bronze, but they are so small in comparison with those of ordinary steamers that one wonders how it is possible for the huge vessel to be propelled by them at even a moderate speed; they are expected to make 350 revolutions a minute, however, whereas 90 revolutions is considered rapid with the ordinary type. The stern frame is of heavy cast steel and of an improved

shape. The balancing rudder is also heavy cast steel.

An idea of the tremendous advance in size over the previous biggest vessel may be gathered from the fact that the launching weight of the *Tenyo-maru* was 3,200 tons, whereas that of the *Tungo-maru* was only 1,473 tons.

Now that she has been launched the engines—Parsons' steam turbines—will be placed in the ship with all possible speed. All the auxiliary engines, condensing plant, etc., have been made at the Engine Works.

The cabins, etc., have all been prepared in the carpenter's shop and can be built into the ship without further delay. All the woodwork is put together in the shop so that there shall be no question of error when it is being placed in position and the work of completing for sea can be carried out with celerity.

The decorative features of the lounge, library, smoking room, saloon, etc., have been designed by Dr. Tsukamoto and are now being carried out effect by special skilled artisans. A well-known Kyoto expert, Mr. Kwashima, has been entrusted with the art upholstery work under special instructions from the Toyo Kisen Kaisha.

There will be 78 first-class cabins, with 238 berths, and 12 intermediate cabins with 48 berths. Accommodation is also provided for 791 steerage and 1,260 Chinese steerage passengers. Her crew will consist of 238 officers and men.

Special apartments on board the vessel will include a nursery, dark room for photographers, barber's shop, laundry, and hospital; the latter is to be fitted with special beds for patients in a critical condition. Disinfecting and fire extinguishing apparatus will be installed. The *Tenyo-maru* has been built with a view to being employed as a cruiser—commerce destroyer—during war time. She will be fitted with wireless telegraphy apparatus and will thus be able to communicate with shore stations or other vessels similarly equipped.

The dimensions, etc., are as follows:—

Length between perpendiculars	550 feet.
Breadth moulded	63 "
Depth moulded (to upper deck)	38 ft. 6 in.
Shelter deck above upper deck	8 feet.
Promenade deck above shelter deck	9 "
Boat deck above promenade deck	9 "
Gross tonnage	13,500 tons.
Speed	19 knots.
Horse	16,850

The vessel has been built under Lloyd's survey and to *Tokushin* (Communications Department) requirements.

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED, ELECTRIC FANS (if required).
ELECTRIC PASSENGER ELEVATOR to each floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 4th December, 1907. [127]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, the 2nd October, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, SUNDRY VALUABLE HOUSEHOLD FURNITURE, comprising:—

DOUBLE and SINGLE IRON BED-STEADS and MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, OVERMANTELS with BEVELLED GLASS, SIDEBORD and DINNER WAGGONS with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, DOUBLE TEAKWOOD WARDROBE with BEVELLED GLASS, TAPESTRY COVERED BREAKING ROOM SUITE, GLASS, CROCKERY and E.P. WARE, CARPET, COOKING STOVE and UTENSILS, &c.

ALSO
One GRAMOPHONE and RECORDS, (in good order and condition.) Catalogues will be issued.

TERMS:—As usual.
HUGHES & HOUGH, Auctioneers, Hongkong, 28th September, 1907. [874]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on SATURDAY, the 5th October, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, A LARGE ASSORTMENT OF JAPANESE CURIOS, comprising:—

CARVED BRASS BOWLS, VASES, INCENSE BURNERS, JAPANESE TEA-PLE TOBACCO, OLD BRONZE VASES, GONGS, IVORY CARVINGS, GOLD and SILVER CLOISONNE WARE, IMARI and MAKUDZU VASES, SILK EMBROIDERED SCREENS, &c., &c.

Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH, Auctioneers, Hongkong, 28th September, 1907. [875]

Intimations.

THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world women often have to work and weep at the same time. Their holidays are too few and their work heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation and has to lie up for a day or two. If some disease like influenza or malarial fever happens to prevail, she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs and other organs; and there is no saying what the end may be. Let the tired and overladen woman rest as much as possible; and, above all, place at her command a bottle of

WAMPOL'S PREPARATION

a true and sure remedy for the ills and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Blood Impurities, Nervous Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail or disappoint you. Why accept a substitute? Sold by all chemists.

CHINESE IMPERIAL GOVERNMENT 7 PER CENT SILVER LOAN OF 1886, E.

42ND HALF-YEARLY DRAWING.

INTEREST DUE AND DRAWN BOND of this LOAN will be PAYABLE at the Offices of the CORPORATION on and after the 30th September, 1907.

LIST OF DRAWN BONDS can be obtained on application to the Undersigned.

For the Hongkong & Shanghai Banking Corporation, Agents issuing the Loans, J. R. M. SMITH, Chief Manager, Hongkong, 28th September, 1907. [872]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,000,000.)

Undertakes and Executes THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., &c.

SHEWAN, TOMES & Co., General Managers, Hongkong, 22nd May, 1907. [571]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 9.30 a.m. ... Every 10 minutes
9.30 a.m. to 11.00 a.m. ... Every 15 minutes
11.00 a.m. to 12.15 p.m. ... Every 15 minutes
12.15 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m. to 2.15 p.m. ... Every 10 minutes
2.15 p.m. to 3.00 p.m. ... Every 15 minutes
3.30 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 8.00 p.m. ... Every 10 minutes
NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes
9.00 a.m. to 9.30 a.m. ... Every 30 minutes
9.30 a.m. to 10.30 a.m. ... Every 15 minutes
10.30 a.m. to 11.00 a.m. ... Every 10 minutes
11.45 a.m. to 12.00 noon ... Every 15 minutes
12.00 noon to 1.00 p.m. ... Every 10 minutes
1.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 10 minutes
6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 10 minutes
NIGHT CARS as on Week Days.

SATURDAYS.
Extra cars at 1.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 4th June, 1907. [59]

Public Companies.

THE DAIRY FARM CO., LD.

NOTICE TO SHAREHOLDERS.

THE ELEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on MONDAY, the 14th October, at 12.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from 29th September to the 14th October, 1907, both days inclusive.

By Order,
M. MANICK, Acting Secretary, Hongkong, 26th September, 1907. [867]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE.

INCREASE OF CAPITAL.

SHAREHOLDERS are reminded that the SECOND and FINAL CALL of £15 Sterling per share on the NEW ISSUE OF SHARES will be payable on the 1st October, next.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager, Hongkong, 24th September, 1907. [859]

Intimations.

TENDERS are invited for the SUPPLY to H.M. Naval Yard of the undermentioned Timber Materials for one year from 18th October, 1907, viz:—

TEAK, AMERICAN FIR or SCANTLING, CAMPHOR WOOD, HARDWOODS, OREGON SPARS.

Form of Tender, and information in regard to the conditions of contract, &c., can be obtained on application to the Naval Store Officer H.M. Naval Yard. To enable persons tendering to estimate what stock they would be expected to keep, they will be provided, if necessary, with a statement showing the expenditure of the different descriptions of material during the twelve months ending 30th June last. A deposit of one hundred dollars will be required with each tender, but this will be returned on the acceptance or rejection of the same. The tenders, which will be received till Noon on 7th proximo, should be sealed and addressed to the Commodore, H.M. Naval Yard, Hongkong, 27th September, 1907. [869]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager, Hongkong, 22nd June, 1907. [138]

PABST BREWERY COMPANY, MILWAUKEE.

FRESH SUPPLIES ALWAYS KEPT IN STOCK BY SIEMSEN & Co., Agents for HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907. [154]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 7th March, 1907. [151]

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask or write for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI, 11, John Street, Bedford Row, W.C., 59, Beckett Street, 106, Nanjing Road, Hongkong, 27th November, 1907. [144]

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

WATSON'S HOUSEHOLD AMMONIA

An Elegant Preparation for the Toilet and Bath, Refreshing and Invigorating.

LOTION

PRICKLY HEAT.
An Efficacious Remedy.
GIVES INSTANT RELIEF.

PURE CARBOLIC SOAPS.

Highly Recommended by the Medical Faculty.

STRONG MEDICAL

Guaranteed to contain 5 per cent. of Pure Carbolic Acid.

MEDIUM

Guaranteed to contain 10 per cent. of Pure Carbolic Acid.

TOILET SOAP.

Guaranteed to contain 5 per cent. of Pure Carbolic Acid.

FRAGRANT TOOTH WASH.

Antiseptic and Detergent—Whitens the Teeth and strengthens the Gums.

A. S. WATSON & CO., LIMITED.

CHEMISTS, DRUGGISTS AND PERFUMERS.
THE HONGKONG DISPENSARY.

Hongkong, 7th September, 1907.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 1, 1907.

A SOCIAL EVENT IN HONGKONG.

In the days, which are not so far gone as to be utterly forgotten by an older generation, when the European population of Hongkong consisted of a handful of merchants and their assistants, with a sprinkling of military heroes who leavened the business life of the community, the chief end of man, if the Colony's annals are to be trusted, was to qualify himself for the social pleasures of the season. Princely houses arose of their own accord; the principals mingled and hob-nobbed with their juniors and the felicity of caste was unknown. Now and again there was an "event" in the history of the budding Colony, the arrival of a new Governor, who had to be taken in hand by the leaders of the day and initiated into their duties with all solemnity—to be followed by a round of revelry—the visit of a Royal Prince, when trade was at a standstill for a week at a time, the quartering of a new battalion, whose officers had to be fed and feasted till the novelty of their coming had partially worn off, and, above all, the Races. The Europeans in Hongkong seem to have flung themselves heart and soul into the business of pleasure, and, if we are to believe all we read, there being no coxeries or cliques, no line of demarcation between those who lived on the Hill and those whose residence was above the city, go-downs, there were no heartburnings or claims for precedence. It would be ungenerous to hint that this halcyon state of affairs was in any way due to the paucity of the gentler sex on the Island; let us attribute the changed condition of things to-day to the individualistic interests which engage attention, the worries of competition which was unknown in the past, the uncertainties of markets, and the recognition of the stern realities of life. There was no tolling and moiling at musty tomes—except on mail day, which seems to have come on in a blue moon; there was no slaving over accounts under the glare of electric lights; and apparently no hunting and chasing after elusive cents which refused to be caught so that the books might be balanced. And yet those pioneers enjoyed comfortable accommodations, retired in favour of their assistants, did their duty by their fellow-men as assiduously as members of Parliament—only awakening with a jump when somebody said "China," to severely interrogate hapless Ministers on the subject of "stinkpots" and Peking—and passed

away in the odour of sanctity. The whole community enjoyed life to the full, and if the unexpected happened, it only afforded another opportunity for the genius of the revels to celebrate the occasion. But although we are told about these flighty times, we seldom or never hear of the chaplain being called upon to officiate at the most joyous event of all—the celebration of holy matrimony, as our predecessors stilledly and very properly termed it. The fashionable wedding had not yet "arrived" in Hongkong, for the very good reason that the majority of the ladies in the Colony were already matrons of high degree and better fitted to undertake the duty of chaperons than that of hunting the slipper. And those who contemplated joining the noble army of Benedictines preferred to have the ceremony performed at St. George's, Haover Square, or in the midst of their own "people," so that Hongkong brides were generally experienced mistresses before they appeared at Government House. Nowadays, the girdle of Puck has been so tightened that Hongkong is scarcely more than a summer day's trip from London. And to that fact the residents of Hongkong may attribute their unwonted good fortune in having the opportunity of taking part in one of the happiest events in the history of the Colony—the marriage of Miss Hilda Brackenbury, the friend and companion of Lady Lugard, to Captain Taylor, the principal A.P.C. to His Excellency Sir Frederick Lugard, the Governor. Since their Excellencies entered into residence at Government House, the old red pile has taken on a new colouring. For some years it might have been an official mausoleum, whence strange edicts emanated; but with the coming of a charming chateau, accompanied by a couple of lovers whose secret was known to all, there has been a transformation scene, and even the phlegmatic Indian sentries to-day have been infected by the bacillus of hilarity. "All the world loves a lover," and when there is a suspicion of romance behind it all, the world for the nonce finds there is little else worth talking about. The happy couple came along way to celebrate their nuptials, but it is doubtful whether the good wishes which were showered upon them could have been exceeded or more honestly offered in any other centre of British life. It is needless to refer to the enthusiastic demonstration which greeted and acclaimed their entrance into the married state. We need only say that if they find their course set in as pleasant grooves as it has been during their stay in Hongkong, and the auspicious opening to a new life is a true augury of what is in store for them, then their future is bright and assured. In common with our readers we offer our congratulations to the newly-married couple, whose happiness has given a zest and a fillip to life in Hongkong.

LOCAL AND GENERAL.

It is reported from Peking that a sum of Tls. 200,000 has been drawn from the Treasury of the Kluikung Customs for the purpose of purchasing a cruiser for Kiangai.

* ITEMS of local interest, new advertisements and the column of advertisements of the Robinson Piano Co. and Messrs. Price & Co., owing to exigencies of space, are printed on page 7 to-day.

THE gallant tars of the *King Alfred*, flagship of the China Squadron, seem to be very proud of the magnificent gunnery of their ship. The *King Alfred* still heads the Royal Navy for straight shooting, and is not likely to be beaten.

It is stated H.E. Li Hsi-huan is to be appointed Postmaster General of the I. P. O., and that he is to join Sir Robert Hart in extending the new conditions throughout the Empire. In this connexion it has been decided to abolish the Imperial couriers of the province.

WE have received a visit to-day from Mr. Somerset Playne, manager of the "Twentieth Century Impressions of the Eastern Australasia, Malaya, Ceylon, etc." Mr. Playne resides at the Park Hotel, and has opened an office at 38, Queen's Road Central, second floor.

MR. A. R. Lowe, honorary secretary of the Hongkong Cricket Club, courteously informs us that he has received a letter from the Singapore Cricket Club in which our Southern friends express regret at their inability to send a team to Hongkong in November next.

JAPAN papers state that 238 fishermen and sendees have been arrested at Matsuzaki and Shimoda in Izu peninsula. It is said that when the fire occurred on the German steamer *Wita*, a few weeks ago, off Matsuzaki, the defendants, who gave assistance to the crew in putting out the flames, the same time stole many articles and much cargo from the steamer.

H.E. SHANG CHIH-HENG, Provincial Treasurer of Fukien, and one of the Five Travelling Commissioners—in 1906—has memorialized the Throne strongly urging the necessity of allowing full liberty to the Press to criticize and discuss public affairs, so that those in power may know the feelings and opinions of the masses. This is one of the foundations of national strength, and it will be unwise to introduce methods of further muzzling the Press.

HONGKONG CRICKET CLUB.

ANNUAL MEETING.

Yesterday evening, the annual meeting of members of the Hongkong Cricket Club was held in the pavilion. Mr. F. Maitland presided, and there were also present: Hon. Dr. Atkinson, Messrs. R. Hancock, V. C. D., J. J. Gray, and T. C. Gray, members of the committee; Captain H. E. Stanger, Leathes, M.S., Lieut. J. M. C. Taylor, 18th Infantry, Lieut. E. W. Jackson, R.N. Messrs. A. Mackenzie, E. A. Ram, F. J. Gelabhorpe, H. L. Garrett, H. A. Lammett, A. E. Asger, F. Lammett, F. M. H. Ireland, F. A. Fowler, W. F. F. Swan, J. R. Sutcliffe, C. B. Franklin and P. Pestonji.

The Chairman said:—Gentlemen, "The report and accounts have been in your hands for a few days and I will take them as read." They are very clear and full, and for your information comparisons of receipts and expenditures with the previous year have been detailed therein. Your committee regret that they have not been able to redeem any debentures, the chief reason being the large falling off in subscriptions, which show a reduction of \$7,725.50 as compared with 1906/5 season. There is also a serious loss in the Racquet Court (\$55.93) and if more support is not given to the game by members in the future, your committee will have to consider whether or not it is worth while to run the courts in connection with the Cricket Club. I hope you will all do what you can to secure new members, and the incoming committee have to economize as much as possible in order that we may be in a position to "pay off" some of the debentures before the next accounts are laid before you. It has been suggested that a ball and possibly a fete be held in the winter to help the Club funds. You will be pleased to hear that Shanghai have accepted our invitation to send a team down in November and we are hoping that the Straits will also send an eleven. I am sure we will all do our best to give them a good time and we trust that our representatives will give them a good beating. Several tennis players have requested that the annual tournament should start before the 1st of April next. Should the interest in cricket slacken off by early March, possibly a start could be made with the tennis by 15th March, but it must always be kept in mind that cricket comes first. The congratulations of the Club are due to Mr. T. E. Pearce on his batting average of 41.20, and to Mr. T. Sercombe Smith, on his bowling analysis of 10.77. Mr. Smith, our late president, has played regularly on the ground for over 20 years and his recent success with the ball is especially gratifying. In conclusion, I would say that I have heard it remarked by certain *tailors* that too much time is taken up with games nowadays, with the result that we are losing our commerce. Surely this is a fallacy, as a certain amount of time spent in healthy exercise should tend to make a man more alert and useful in the office, and I hope that all *tailors* will do their best to facilitate the getting away of their employees more particularly when important cricket matches are in progress. Before moving the adoption of the report and accounts I shall be pleased to answer any questions thereon to the best of my ability.

No questions were asked. The Chairman moved the adoption of the report and accounts as presented.

Mr. Mackenzie seconded and the motion was carried unanimously.

Dr. Atkinson proposed that Mr. Maitland be re-elected president for the coming season. His cricket prowess, he said, was well known to all. For three years he held the best average as batsman, and he also held the highest bowling average, 2.4 an innings. 711 members knew his business capacities, and he trusted that the new president would be able to assist them out of their present financial difficulties. (Hear, hear.)

Mr. H. A. Lammett seconded the motion, and it was carried.

Mr. Maitland, returning thanks, said he would do all he possibly could for the Club.

The next business was the election of a committee, and while a ballot was being taken the Chairman, who had just received a letter, said he was sorry to say they had not yet heard from the "traile" with regard to the interprovincial cricket match. Shanghai had sent a letter and asked the Club to fix dates. They would have to wire to the Straits, but he did not anticipate a favourable reply, as he had received a letter from a gentleman from Singapore to which it was stated that they would have great difficulty in getting a team together. He hoped, however, that they would come.

The result of a ballot for the committee was as follows:—Mr. F. Maitland, Hon. Dr. Atkinson, Mr. J. H. Lewis, Lieut. E. W. Jackson, Messrs. T. C. Gray, H. Hancock, H. R. Phelps and W. C. D. Turner.

This was all the business and the meeting concluded with a vote of thanks to the Chairman.

THE PEKIN SYNDICATE.

A further move in the shares of this venture is thought likely, according to the *London & China Express*, as there has been some good buying recently, and there are powerful interests behind the concern. These shares are now at a level which would probably attract speculators on news of any favourable developments, and although we believe that the Shanghai permit to work is still withheld, we hear that the British Government are supporting a claim to a penalty of £200 per day until work is allowed to commence, so that matters ought to be brought to a head shortly. It is also stated with regard to the opening up of the coal seams that practically all the difficulties which the Chinese encountered have been overcome, and that a workable seam of good quality at least 7 ft. thick, has been proved. The main pumps are being sunk to the level of this seam, and it is expected that by the early autumn a regular output will be possible.

THE LONG HAND.

In whatever respect *The Long Hand* may have failed to do the duties of its printer, and the Editor's notes are unnecessarily subject on that head—it has certainly retained its Australian atmosphere. Every magazine has, of course, a peculiar style of its own, but *The Long Hand* differs in half a dozen respects from the plain, podgy collection of waddly tales and impossible marvels which are so frequently passed off on the unsifted reader as "interesting and instructive." It is not to be supposed that *The Long Hand* is free from blemishes—far from it. For instance, in the September number which has just arrived there is a London sketch entitled "A Dinner of Harbs" which is scarcely up to the standard. But the magazine is redeemed by an exquisite humorous contribution by Mr. Edward Dyson, "Two Batters and a Bear." Just as one is actively turning first of all to W. W. Jacobs' stories in the *Strand*, so the reader of *The Long Hand* will hunt for Dyson's yarns. Jacobs with his garrulous night watchman and Dyson with his slobering bear and a ridiculous attendant, are enough to set a parish of Covenanters a-chucking. There is an article on "Vagabonding in Asia" by Alf Vincent, which will, of course, appeal to Hongkong readers. But it is on the whole disappointing, possibly it is only the prelude to a series. We wait hopefully to hear about Timor, when without a word of warning we are switched on to a tale about a "Jag" in Singapore—the writer knows his Singapore all right—and finally get a few inept impressions of Timor's military force. The illustrations are by far the best feature of the article. There is a scathing criticism of Melbourne's detective force, under the heading "For the public good." Notwithstanding the comparative youth of Sydney its slums are notorious the world over, and a very fair idea of what they are like is given by J. D. Fitzgerald, although he drags in the adjective "picturesque" a trifle too often, while the artist Mr. L. Lindsay seeks to idealise his subject. *The Long Hand* for September is decidedly readable and quite on a par with its predecessors. There is a military section in colours among the advertisements; we can only trust that the faces portrayed are not to be considered typical of Australian beauty.

CONSTITUTION FOR CHINA.

SPECIAL CONFERENCE WITH EMPRESS DOWAGER.

Writing from Peking on 16th ult., the correspondent of the *N. C. D. News* says:—An official of the Imperial Palace here informs me that, among the six Grand Councilors of State only Prince Ching and H.E. Yuan Shih-kai were called up for the special private audience in the Jénshou Throne Hall by the Empress Dowager on the morning of the 12th instant. Suddenly while they were consulting upon certain important affairs concerning the internal administration of China, to the utter amazement of the two high Ministers, Her Majesty burst into tears, declaring that the Chinese Empire was passing through such a dangerous time, with aggression from without and discord within, that she did not know what to do, nor which was the best scheme for the salvation of China. Then Her Majesty said that during the course of the last few months she had received many memorials from high officials in regard to the promised adoption of a constitutional administration for China. Some of them prophesied that the Empire would be come the scene of a great revolution, even bigger than the Taiping Rebellion if the constitution were really introduced, but others were of opinion that the country could only be saved from destruction or absorption by the Powers, by a constitution.

Suggestions are accordingly that Her Majesty feels that she can only proceed by asking each councillor for his separate opinion. Upon this, both Prince Ching and H.E. Yuan strongly advised Her Majesty to adopt the representative system of government as soon as preparations permit; adding that at such a critical moment Her Majesty should not listen to false counsel, but should exercise her own discretion in the administration of both internal and external affairs of the Empire, for most of the officials who opposed reform are simply concerned with their own private desires.

The Empress Dowager then ordered their Excellencies, Prince Ching and Grand Councilor Yuan, to read carefully a memorial and dispatches regarding the grant of a constitution and that the best proposals from Viceroy's and Governor's may be selected for adoption. It is predicted that a definite date will be fixed before the return of the newly appointed three Imperial Commissioners, Wang, Yu and Ta, who will shortly proceed to England, Germany and Japan respectively to study the Constitutional Governments of these three leading countries. The new constitution is to be introduced at the end of the next five years, counting from January 1, 1908.

No little excitement was manifested at Causeway Bay yesterday afternoon by a fire which broke out in the engine-room of the Royal Dutch Petroleum Company's works, at North Point. While the fire lasted considerable anxiety was felt for the tanks which were in close proximity to the engine-room. Just prior to the outbreak of fire was being pumped into No. 3 tank from a lighter lying alongside the company's wharf. At the pump was going its hardest a stud was blown out of the cylinder cover, throwing the oil over the petroleum boiler. The oil became ignited at once and soon the whole engine-room was ablaze. From there the fire wended its way into the adjoining building, the storeroom, and did considerable damage to the ceiling. The company's fire brigade was on the scene in quick time, and under the superintendence of the manager—Mr. J. H. Smith—the flames were extinguished before the arrival of the city fire-brigade. The damage done is estimated at \$10,000.

CANTON DAY BY DAY.

APPOINTMENTS.

[From Our Own Correspondent.]

Canton, 30th September.
It is ascertained from mandarin circles, that the ex-Acting Provincial Treasurer, Wu Ho, will be appointed Tao-tai of the circuit of the prefectures of Chaochow, Kayingchow and Welchow in place of Taom Shum Chinan, who will be transferred to the circuit of the prefectures of Yunchow and Linchow.

SIR CHIEN-TUNG.
The officials of the Canton-Hankow Railway Company have received a telegram from Shanghai from Sir Chien-tung Liang Cheng, the newly-appointed president of the Company, expressing his willingness to take up the appointment as instructed by Imperial mandate. In his telegram Sir Chien-tung stated that he will return to Canton at an early date, if his request for permission to proceed to the Capital for an Imperial audience, in accordance with the usual custom, be refused.

SCHOOLS FOR SUNNING.
The gentry of the clan Yu, in the district of Sunning, has collected a large sum of money, to the extent of some \$100,000, by subscription from the general public, of that clan for the establishment of a college, a library and an evening commercial school for the youths of the clan. These institutions will all be opened by the beginning of the 4th moon.

WIDENING TUNG HING STREET.
The people in the neighbouring quarters of Tung Hing Street, the scene of the recent disastrous fire, have petitioned the Police Authorities requesting that department to issue instructions ordering all the buildings on that street to be shifted back on either side to the extent of 1 ft. 3 in., when the work of rebuilding begins. The Police Department have granted the request and have issued orders to the shopkeepers of that street to act in accordance with the suggestion of the petitioners.

A FIRE.
On the 26th instant, at 4 p.m., a fire broke out in a shop in Chum Mok, in the western suburb. The conflagration started fiercely for some time before the timely assistance of the different fire brigades, the fire was extinguished before much damage was done.

PIRACY.
On the 25th instant, a cargo boat laden with a cargo of about 100 casks of ground nut oil, which was proceeding from the prefecture of Welchow to this port, when passing a place called Luk-Po, in the prefecture of Shih Hing, was attacked by a gang of robbers numbering over fifty. The pirates sailed away with the boat and all the goods which is put at the approximate value of Taels 3,000.

WU-TING FANG.
H.E. Wu Ting-fang, the newly-appointed Chinese Minister to the United States of America, who arrived here a few days ago, yesterday paid a call on H.E. Viceroy Chang.

THE collection of Likin dues for the last day of the 10th day of the 8th moon to the 3rd day, was reported by the Canton Likin Bureau, as Taels 53,190.

OPU: SMOKER FINED.
On the 28th instant, the police of the No. 7 Police Station arrested an opium smoker, who was charged with breach of the anti-opium regulations and was fined \$3.

On the evening of the 28th instant, a lecture on the evils of the opium vice was given at the headquarters of the Central Anti-Opium Association, in Mue Lan Shi Yuen, at Hsi Kiu Po. There was a large assembly which numbered several thousands, among whom were several Japanese ladies.

H.E. YANG Shih-chi has received instructions from Prince Ching to lose no time in proceeding to the South Pacific Islands to visit the Chinese colonies there. It seems that Grand Secretary Chang Chih-tung wishes to keep Yang Shih-chi in Peking to help push the proposed reforms in the Government, but to this Prince Ching would not consent, for fear of disappointing the Chinese of the South Pacific who it seems are making great preparations to welcome his Excellency.

LI CHING-FANG, the new Chinese Minister at the Court of St. James, is expected to arrive at the Chinese Legation, in Portland-place, from the Far East, in October. His Excellency must not be confounded with his brother, who is now on leave of absence from his post of Chinese Minister at the Court of Vienna. Li Ching-fang was Chinese Minister at Tokyo at the time of the outbreak of the Sino-Japanese War, and was Second Plenipotentiary of his Government during the negotiations which led to the Treaty of Shimonoseki. Recently he has been Director of Railways in his native province of Hun-Hui—that is to say, he has been supervising the surveys and the process of capitalisation. Several years ago he was Secretary of Legation here, and speaks English fairly well.—L. & G. Express.

H'PING AND MAILS.

MAILS DUE.

Indian (*Gregory Apar*) 2nd inst., 4000.
Indian (*Calcutta Apar*) 4th inst.
English (*Deli*) 3rd inst., 6 a.m.
German (*Roin*) 8th inst.
Indian (*Poohang*) 11th inst.

The Imperial German Mail s.s. *Prins Heinrich*, which left here on 25th ult., arrived at Singapore on 29th ult., at 3 p.m.

The *Apar* s.s. *Calcutta Apar* from Calcutta left Singapore yesterday, and may be expected here on or about 4th inst.

The Imperial German Mail s.s. *Gulfer* left Kobe 24th inst. and Shanghai on 29th ult., and may be expected here on 31st inst.

The C. P. R. s.s. *Empress of China* arrived at Nagasaki 29th ult., and left Nagasaki at 10 p.m. yesterday for Yokohama, where she is due to arrive on 31st inst.

Telegrams.

[Review.]

The United States and Japan.
London, 30th September.

The New York correspondent of the *Times* comments on the deplorable behaviour of the American press towards Japan, and the increasing reference made to Japan's guilelessness since the Pacific cruise of the United States fleet was arranged, as compared to her constant diplomatic hectoring previously.

Later.
The United States Navy.
It is stated in Washington that the start of battleships for the Pacific will be delayed two months owing to the necessity for repairs.

Mr. Taft in Japan.
Mr. Taft, interviewed, said America and Japan would always be friends. He had no mission to Japan, except to bear friendly greetings and to visit old friends en route to Manila. He denied that America had any intention of selling the Philippines.

OPU: SHOPS IN CHINA.

On the 23rd ult., the Bishop of Southwark asked the Under-Secretary of Foreign Affairs whether he could give any information as to the intentions of His Majesty's Government with regard to opium shops in the foreign quarters of towns in other parts of which these shops had been closed by the Chinese Government, and whether he would make any statement as to the instructions to be given to the British representative at the approaching international conference on the matter.

Lord Fitzmaurice, His Majesty's Minister at Peking has been instructed that it is desirable that the municipal councils of all British concessions and settlements in China should be moved to close any opium shops or dens that may exist in them, subject to the proviso that effective measures have been previously taken by the Chinese authorities to close establishments of this nature outside the concessions. We have not yet heard that China has given any formal assent to the proposal of the United States Government for a conference or commission of the Powers to discuss the matter, though we have expressed our readiness to take part in it. His British representative has in consequence yet been appointed and the question of what instructions should be given to him has not yet been considered. His Majesty's Government are in entire sympathy with the wish of the Chinese Government to diminish as much as possible the consumption of opium in China, and in order to give practical effect to this sympathy, they have, after consulting the Government of India, informed the Chinese Government that they accept in principle the proposal that the import of Indian opium should be abolished by the end of the year 1910, and that the production of the native crop up to the year 1910, and they will continue to reduce at the same rate the export for 1911 and subsequent years, on proof that China has carried out its share of the arrangements; (2) they have no objection to a Chinese official being stationed at Calcutta, provided that he has no powers of interference; (3) they are prepared to accept such regulations of the Customs and 44th duty on foreign opium as will make its taxation in China equivalent to the taxation actually levied on native opium; differences in relative value and quality being taken into consideration. Steps have been taken to reduce the area under poppy in Bengal, which in the five years preceding 1906-1907 averaged 615,000 acres, and in 1907-1908 is not to exceed 562,000 acres. In 1907 the number of chests of Bengal opium fixed for sale was originally 4,400 a month. This has now been reduced to 4,000 a month, while for 1908 it has been fixed at 3,000 a month. Further reductions will be made in succeeding years if the proposed arrangements with the Chinese Government becomes operative.

LEGISLATIVE COUNCIL.
The Legislative Council met on Thursday, 27th, the 3rd inst., at 2.30 p.m., when the following business was transacted:—
1. Financial Minutes (Nos. 43 and 44).
2. Report of the Finance Committee (No. 5).

ORDERS OF THE DAY.
First reading of a Bill entitled An Ordinance to amend the Law relating to Companies.
Second reading of the Bill entitled An Ordinance to apply a sum not exceeding four millions nine hundred and ninety-two thousand nine hundred and fifty-three dollars to the Public Service of the year 1908.
Second reading of the Bill entitled An Ordinance to provide for the appointment of Public Notaries within the Colony.
Second reading of the Bill entitled An Ordinance to prevent the Publication of Seditious Matter.

Second reading of the Bill entitled An Ordinance to amend the Local Communities Ordinance, 1890.
Second reading of the Bill entitled An Ordinance to limit the imposition by public expenditure in the stocks.

A RECENT telegram from Japan conveyed the news that Messrs. Denison and Stevens had been awarded Japan papers state more fully that Mr. Denison, of the Tokyo Foreign Dispensary, has been presented by the Emperor with the sum of ¥10,000 and the Grand Cordons of the Rising Sun, with the First Class Order of Merit, which carries with it a pension of ¥5,000 in recognition of his services in connection with the Japanese Exhibition of 1903.

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FASHIONABLE WEDDING IN HONGKONG

Miss HILDA BRACKENBURY MARRIED TO CAPT. P. H. MITCHELL TAYLOR, A.D.C.

THE CEREMONY AT ST. JOHN'S CATHEDRAL.

BRIDE AND BRIDEGROOM RECEIVE GENERAL FELICITATIONS.

"ALL THE WORLD LOVES A LOVER" AT GOVERNMENT HOUSE.

FULL LIST OF PRESENTS AND INVITED GUESTS.

Every element, which would tend to add lustre to the happy occasion, favoured the wedding ceremony at St. John's Cathedral this afternoon, where Miss Hilda Brackenbury, the friend and companion of Lady Lugard, was united in the bonds of wedlock to Captain P. H. Mitchell Taylor, the senior A.D.C. to His Excellency the Governor, Sir Frederick Lugard. It was, perhaps, natural that those principally concerned should have desired that the marriage should be of a semi-private character, on account of the short period which Miss Brackenbury and her fiancé have resided in Hongkong. But anything connected with Government House, and particularly such an unusual and auspicious event as that which was consummated with so much *décor* to-day, is regarded as in the nature of public property. From the day that the wires throbbled from Japan with the intelligence that one of the first social functions, which would follow the arrival of their Excellencies in Hongkong, would be the marriage of the charming friend of Lady Lugard and the bluff A.D.C., there was continual speculation as to the date of the wedding. But it was not until the last moment, practically, that the final arrangements were made. Nevertheless, semi-private as the wedding was supposed and intended to be, the Cathedral was thronged with interested spectators to witness the giving-away in marriage of one who, although a comparative stranger to the Colony, has already become an integral part of the social life which has its centre at the gubernatorial headquarters.

Since His Excellency the Governor took over the reins of office, barely a couple of months ago, the official residence has been located at Mountain Lodge, with the exception of the short intervals when matters of immediate concern required personal supervision on the spot. But it was from Government House that the bride and bridegroom proceeded by way of Garden Road to the Cathedral this afternoon. The route was traversed in chairs carried by the red-coated bearers, who assumed a particularly grandiose swagger as if they were the real protagonists of the day. There were crowds of people who jostled each other in their anxiety to view the bride and offer her their felicitations. The bridegroom, as usually happens on these occasions, was regarded more in the light of a necessary accessory than anything else, despite his trim uniform of an officer in the Indian Army.

Miss Brackenbury, whose charms were accentuated by the simplicity of her wedding dress which shimmered in the sunlight, was accompanied by Sir Frederick Lugard, while Captain Taylor was supported by his best man, Mr. Brackenbury, brother of the bride, and Private Secretary to His Excellency the Governor. At the entrance to the Cathedral, where there was an extremely varied assortment of people representative of all classes and conditions in the Colony, the chairs were abandoned and the bride, carrying a beautiful bouquet, was escorted down the nave by the Governor, while the four bridesmaids, looking exceedingly fresh and dainty, brought up the rear. Two little pages in sailor uniforms carried the bride's train with a solemnity and consciousness of the responsibility which are not to be described. On the arrival of Captain Taylor, the marriage service began, the Rev. F. T. Johnson officiating.

The Cathedral was decorated with palms and flowering plants, but there was no attempt at ostentatious display, the predominating note of the whole proceeding

including the function which afterwards took place at Government House, being one of quiet simplicity. It was, indeed, a family affair, in which the chief members of their Excellencies' suite were concerned, and it was only the accident of their estate which precluded that semi-privacy which the majority of lovers seek when their mutual regard is approaching its culmination.

The service was fully choral, Mr. Denman Fuller presiding at the organ, whose rich notes reverberated through the Cathedral when, after the register had been signed, the joyous strains of the wedding march thundered out their message of rejoicing. Under an archway of drawn swords which was formed by the officers of the Middlesex and Mooltan Regiments, the newly-married couple proceeded to the Cathedral entrance amid the salutations of the onlookers, and thence to Government House, where the usual and time-honoured toasts were offered and pledged with enthusiasm.

A few words of farewell, a host of congratulations from the guests who had been invited to attend the function at Government House, and Captain and Mrs. Taylor had departed for their snug retreat away from the madding crowd.

DEPARTURE FROM GOVERNMENT HOUSE.

"Happy is the bride that the sun shines on," is a trite old saying, and all Hongkong will cordially wish that the bride of to-day may have her full share of the conjugal felicity and measure of bliss to which the ceremony that was concluded this afternoon opens the way. When the bridal party left Government House a few minutes before the appointed hour, Old Sol was beating down from a sky of fleckless blue in all its brilliancy. Leaving the gubernatorial establishment Miss Brackenbury, who was accompanied by Sir Frederick Lugard, journeyed to the Cathedral in a chair carried by coolies attired in the bright-coloured uniforms associated with the viceregal party in Hongkong.

CATHEDRAL DECORATIONS.

The scene at the Cathedral was indeed a picturesque one. The pretty dresses of the ladies, mingled with the gay uniforms of the officers, stood out in striking contrast with the orthodox garb of the civilian guests. About half an hour before the time fixed for the ceremony people began to arrive at the Cathedral, and by half-past two o'clock the

building was completely filled. Every point of vantage forming the approach to the Cathedral was taken up by an interested crowd, who had gathered to catch a glimpse of the bridal procession. The floral decorations of the Cathedral were, indeed, beautiful, although they were not extensive. On the altar table were many choice blooms of pretty colours and exquisite fragrance. An arch of palms led down to the chancel steps. Extended overhead along the aisle were clusters of ferns. In front of the choir stalls young palms were neatly arranged, while at the entrance to the Cathedral the finishing touch was added in a miniature forest of palms at each side of the door. A red carpet ran the length of the aisle up to the altar. Mr. W. J. Titcher, of the Botanical and Forestry Department, Mrs. Tooker and Mrs. Layton were responsible for the artistic decorations.

BRIDAL PARTY'S ENTRY.

Several minutes before the appointed hour the bridegroom, accompanied by his best man, Mr. A. J. Brackenbury, brother of the bride, Lady Lugard, and Captain Monteiro, private secretary to the Governor of Macao, entered the building and took up a position at the right of the chancel steps. Captain Taylor was wearing his full military uniform.

They were followed by the bride, who was leaning on the arm of Sir Frederick Lugard, her uncle, as she proceeded along the aisle.

THE BRIDAL DRESS.

The bride was attired in a beautiful gown of white satin with point d'esprit chemise, fichu of chiffon, with a long court train, veiled with Irish lace. The bodice of the gown was trimmed with the same material and dotted with roses of white satin. A long veil of tulle with bridal falls of orange blossoms completed the wedding costume. Miss Brackenbury carried a flower bouquet of lotus flower, made by Mrs. B. Layton, and wore a diamond necklace given her by the bridegroom, and other gems.

THE YOUNG BRIDESMAIDS.

Four young bridesmaids were the Misses Phoebe, Iris and Dione May, daughters of the Hon. Mr. F. H. May and Mrs. May, and Miss Aileen Hastings, daughter of Mr. and Mrs. G. Hastings. They wore white silk Kate Greenaway dresses, trimmed with pretty sashes tied in a rosette under the arms; white silk mittens, and white flowers in their hair. Each carried charming bouquets, and wore gold bangles, the gift of the bridegroom. The pages, who were dressed in sailor uniforms, were the two Masters Kewick, sons of the Hon. Mr. Henry and Mrs. Kewick, and they

appeared to be very proud of the silver boatswain's whistle and chain which were presented to each of them by the bridegroom.

THE CEREMONY.

Immediately the bride set foot in church the choir sang "Hark! hark! my soul, angelic songs are swelling." After which the organ rang out with "The Voice that breathed o'er Eden." The contracting parties then met at the foot of the altar and soon afterwards the hymn "A threefold cord is not quickly broken;" then kneeling, the ceremony proper began, at the close of which the Psalm "The Lord do so to me and more also, if I ought but death part thee and me," was sung to Wesley's chant. Then followed the responses from the marriage service. An adjournment was then made to the vestry where the contracting parties signed their names on the register.

Captain and Mrs. Taylor left the sacred edifice Mendelssohn's "Wedding March" was played on the organ, and a number of military officers lined up on both sides of the aisle and crossed swords. The service was performed by the Rev. F. T. Johnson.

RECEPTION AT GOVERNMENT HOUSE.

At the conclusion of the wedding ceremony, Captain and Mrs. Taylor returned to Government House where a reception was held. Over 100 persons accepted invitations. Having arrived from the church the bridal party was photographed on the lawn of Government House. Many were the handshakes and hearty congratulations offered the happy couple by the guests. The guests having been received and the cake cut by Mrs. Taylor in true conventional style, His Excellency Sir Frederick Lugard, in a few words, thanked the guests for their presence that afternoon at the marriage of his niece. The toast was enthusiastically received.

Captain Taylor responded briefly, on behalf of himself and wife, thanking them for their kindness and acknowledging the kindly greetings.

At the close of the function, shortly after four o'clock, the happy couple left for the Line Pins—a group of islands near Macao—on the tender *Stanley*, to spend their honeymoon. A house has been placed at their disposal by the Commissioner of the Chinese Customs, Mr. M. R. M.D. Parr, and they expect to be away for a month.

Mrs. Taylor's going-away dress was made of cream serge, trimmed with lace, and a cream hat to match.

THE GUESTS.

The following guests were present: The Hon. Dr. J. M. and Mrs. Atkinson, His Excellency Major-General Broadwood,

Captain Bonham, Captain and Mrs. Deasley, Mr. Blanchflower, Archdeacon and Mrs. Bannister, Mr. and Mrs. Bird, Sir Henry, Lady and the Misses Berkeley, Mr. and Mrs. J. P. Bragg, Mr. A. W. Brebner, Mr. and Mrs. Bribosia, Mr. F. D. Burridge, Mr. A. A. H. Buielho.

The Hon. Mr. W. Chatham, C.M.G., and Mrs. Chatham, Sir Paul Chater, C.M.G., Miss Case, Captain Crawford (s.s. *Stanley*), Major and Mrs. Chitty, Colonel and Mrs. Carter.

The Hon. Mr. W. Rees Davies, Mr. and Mrs. W. H. Donald, Mr. H. Droeze, Captain and Mrs. Dooner, Colonel Dumbleton, Colonel Darling, Mr. and Mrs. d'Esterre.

Rev. and Mrs. J. H. France, Mr. and Mrs. Fremantle.

Captain Grenfell.

The Hon. Mr. E. A. Hewett, the Hon. Dr. Ho Kai, C.M.G., Mr. Hutchison, Mr. and Mrs. G. Hastings, Miss Hamilton, Mr. and Mrs. Bertram A. Hale.

Rev. F. T. Johnson, Dr. and Mrs. G. P. Jordan, Mr. and Mrs. F. J. V. Jorge, Jemadar Mohammed Khan (sahib Baluchis), honorary P. C.

The Hon. Mr. and Mrs. Henry Kewick, Colonel Kent.

Captain and Mrs. J. Lyons, Mr. and Mrs. H. W. Looker, Mr. and Mrs. B. Layton, Mr. G. T. Lloyd, Mrs. Low, Captain and Mrs. Vaughan.

Mr. and Mrs. Varty, Mr. and Mrs. Mashio, Mr. Moreno, the Hon. Mr. and Mrs. F. H. May, C.M.G., Mr. and Mrs. G. C. Moxon, Mr. and Mrs. Mackay, Mr. and Mrs. G. C. C. Master, Capt. de Fonseca Montelro, Miss Mansfield, Colonel and Mrs. Scott Moncrieff, The Hon. Mr. E. Osborne, Captain Ogilvie, Colonel Price, Major Phillips, Mr. and Mrs. Pearce, Mr. and Mrs. J. C. Peler, Mr. W. R. M.D. Parr, Miss Pearson, Major and Mrs. Parry.

Major Ross, Mr. and Mrs. A. G. Romano, Mr. and Mrs. A. H. Rennie, Mr. and Mrs. E. A. Ram.

Commodore Stokes, R.N., Colonel and Mrs. Seymour, Lieut. Satterthwaite.

Mr. Sezenlimay, Mr. Swart, Rev. G. Seale, Mr. and Mrs. Sanders, and Miss Sanders, Dr. and Mrs. F. O. Siedman, Mr. and Mrs. Henry W. Slade, Miss Schopf, Mr. and Mrs. P. M. N. da Silva.

Mr. Telesier, Mr. and Mrs. A. Turner, Mr. and Mrs. H. P. Tooker, the Hon. Mr. A. M. Thomson, the Hon. Captain and Mrs. Basil R. H. Taylor.

Chevalier and Madame Volpicelli, Herr and Frau Voretsch, Mr. Amos P. Wilder, His Honour Mr. A. G. Wise (acting Chief Justice), the Hon.

Mr. Wei Yuk, Mr. P. E. J. Wodehouse, Captain and Mrs. Wait, Mr. White, R.O.A.

LIST OF PRESENTS.

Following is a list of the presents:—Sir Frederick and Lady Lugard—Silver tray and tea service.

Sir Frederick Lugard (to bride)—A green jade necklace.

Dr. and Mrs. Atkinson—Opium stool (large).

Capt. Bonham—Four silver sweet dishes.

Mr. A. W. Brebner—Pair of silver mounted cloisonné vases.

Major-General Broadwood—Set of four sweet dishes.

Mr. Brackenbury—A silver cake basket.

Mr. and Mrs. J. P. Bragg—A silver frame.

Mrs. H. Bird—Case of six silver liqueur glasses.

Colonel and Mrs. Carter—Silver bridge box.

Mr. and Mrs. Chatham—Pair of silver vases and a silver frame.

Sir Paul Chater—A complete silver dressing table set.

Mr. W. Rees Davies—Silver sugar basin.

Mr. and Mrs. Donald—Set of silver salt-cellar.

Mrs. D'Esterre—Silver card case.

Mr. and Mrs. Fremantle—Set of Shakespeare's works.

Mr. and Mrs. Hale—Two brass ornaments.

Mr. and Mrs. Hancock—Set of silver salt-cellar.

Miss Aileen Hastings—Four mother-of-pearl dishes.

Mr. A. Haupt—Silver silver.

Mr. and Mrs. Hewett—Silver tea caddy.

Dr. Ho Kai—Silver model of ricksha and coolie, fitted as cruet.

Dr. and Mrs. Jordan—Silver salver.

Mrs. Jorge—Silver cruet set.

Mr. and Mrs. Kewick—A piece of old Chinese embroidery.

Mr. and Mrs. Layton—Pair of silver vases.

Mr. and Mrs. Looker—Silver sweet dish.

Capt. and Mrs. Lyons—A silver frame.

Lady Superior, French Convent (to Miss Brackenbury) Blouse and lace handkerchief.

(To Captain Taylor) a dozen embroidered handkerchiefs.

Lady Superior, Italian Convent—A tea jacket.

Mr. and Mrs. May—Set of silver cruet.

Mr. and Mrs. Mackay—Set of four Chinese coffee tables.

Capt. V. J. J. May—Silver tea caddy.

Mr. Ogle—Pair of silver vases.

Mr. E. Osborne—Chinese silver cruet stand.

Mr. and Mrs. Pearce—Tea table cloth.

Mr. Parr—Carved ivory box.

Major and Mrs. Parry—Silver scent bottle.

Mr. and Mrs. Pereira—Carved blackwood card table.

Sir Francis Pigott—Book.

Mr. and Mrs. Ram—A pair of Japanese watercolours, framed.

Mr. and Mrs. Rennie—Five silver branch flower stands and four silver candlesticks.

Major Ross—A fan.

Mr. and Mrs. A. G. Romano—Pair of silver desert dishes and spoons.

Colonel and Mrs. Seymour—A fan.

Commodore Stokes—Pair of silver vases.

Dr. Sanders—Carved blackwood table.

Miss Sanders—Opium stool.

Miss School—Case of silver carvers and fish knife.

Miss Pearson—Two icing bowls.

Mr. and Mrs. Volpicelli—A handsome Japan silver cup.

Mr. and Mrs. Bribosia—A silver cup.

Mr. Telesier—A pair of gold bracelets.

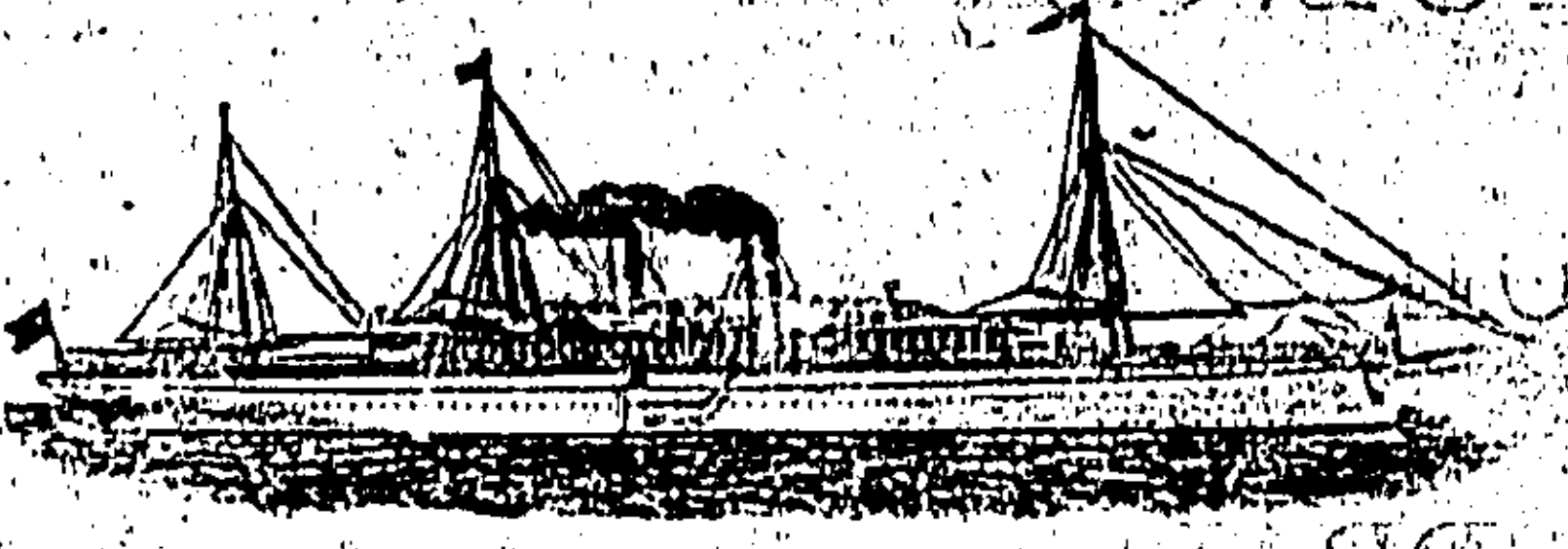
Mr. Wodehouse—A pair of gold bracelets.

Mr. Wei Yuk—Silver model of sampan and crew, fitted as cruet.

Mr. A. G. Wise—A fan.

Capt. Worthington—Pair of Japanese vases.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.
The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA TO VANCOUVER. 13 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPRESS OF INDIA"	6,000	THURSDAY, Oct. 24th	Nov. 11th
"MONTEAGLE"	6,163	WEDNESDAY, Nov. 6th	Nov. 20th
"EMPRESS OF JAPAN"	6,000	THURSDAY, Nov. 21st	Dec. 6th
"EMPRESS OF CHINA"	6,000	THURSDAY, Dec. 10th	Jan. 6th
"EMPRESS OF INDIA"	6,000	THURSDAY, Jan. 16th	Feb. 3rd

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships. 14,000 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York £71.10.
Hongkong to London, Intermediate on
Steamers, and 1st Class on Railways, via St. Lawrence £40. Via New York £42.
First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China
Corner Padden Street and Praya.
Hongkong, 26th September, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA LAISANG	"YUENANG"	WEDNESDAY, 2nd Oct., Noon.
MANILA	"YUENANG"	FRIDAY, 4th Oct., 4 P.M.
SHANGHAI VIA NINGPO	"KWONGSANG"	SATURDAY, 5th Oct., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class	Single	Return
	\$ 65	\$ 120
Penang	85	130
Calcutta	165	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Cheloo, Tientsin, Newchwang and Yangtze Ports. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 1st October, 1907.

CHINA NAVIGATION CO., LIMITED.

For	Steamers	To Sail
HONGKONG and HAIPHONG	"CHIEH"	3rd Oct., daylight.
CHEFOO & NEWCHANG	"NANSHANG"	3rd " " " 4 P.M.
SWATOW & SHANGHAI	"KUEIKANG"	3rd " " " 4 P.M.
SWATOW & SHANGHAI	"HUNAN"	7th " " " 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	10th " " " 4 P.M.
MANILA, ZAMBOANGA & COLONES	"CHANGSHA"	10th " " " 4 P.M.
YOKOHAMA & KOBE	"OHINGTU"	10th " " " 4 P.M.
SWATOW & SHANGHAI	"SHANGHAI"	10th " " " 4 P.M.
SWATOW & SHANGHAI	"YUENANG"	10th " " " 4 P.M.
CHEFOO & TIENTSIN	"KUEIKOW"	21st " " " 4 P.M.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

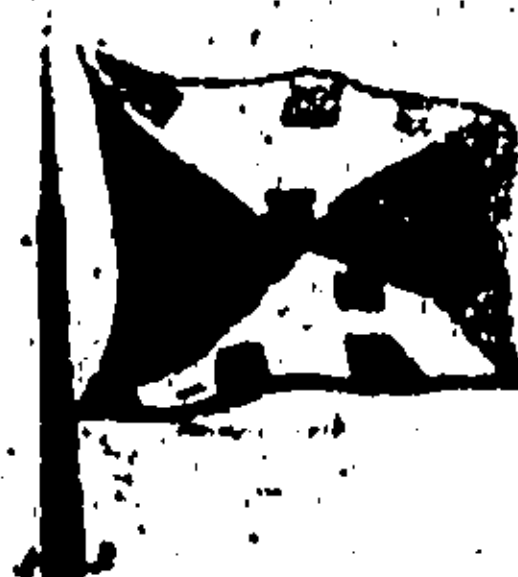
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Austral ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st October, 1907.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	Fraser	MANILA	SATURDAY, 5th Oct., 1907.
RUBI	2540	Almond	"	SATURDAY, 12th Oct., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 30th September, 1907.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship	To sail
"OCEAN MONARCH"	On the 2nd November, 1907.

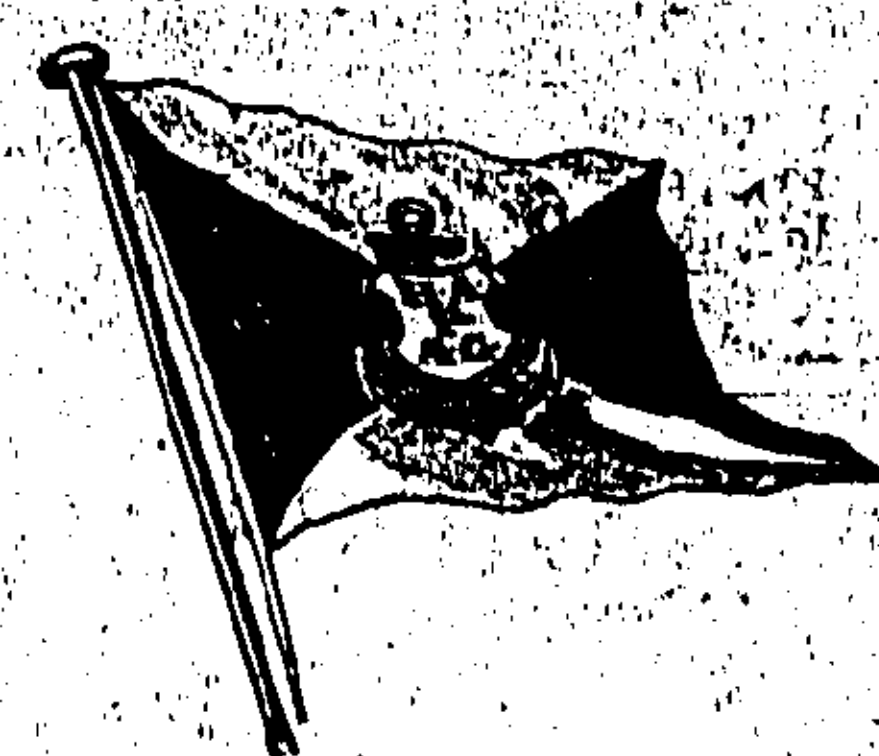
For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 13th September, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



150 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

HOHENSTAUFEN ... 1st Oct.

SILESIA ... 2nd Nov.

Hongkong, 26th September, 1907.

Homeward.

RHENANIA ... 2nd Oct.

HOHENSTAUFEN ... 30th Oct.

SILESIA ... 11th Dec.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK

S.S. "SIKH" ... 5th Oct.

FOR BOSTON AND NEW YORK

S.S. "MUNCASTER CASTLE" ... 26th Oct.

* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 27th September 1907.

NORTHERN PACIFIC LINE.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

via

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Suavel	6,235	W. Shotton	15th Oct.
Kumeric	6,232	D. Baird	25th Oct.
Shammut	9,666	E. V. Roberts	5th Nov.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shammut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 20th September, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER.

"KWONG SAI" ... Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 o'clock evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have excellent Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ... \$4.

Meals ... \$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 8, Queen's Road West,
Hongkong, 3rd July, 1907.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUILAR STREET,
HONGKONG.

Hongkong, 3rd September, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS

(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other

Coast ports.

Steamers ... Capt. Tons ... To sail.

KASATO, MARU ... D. Mori ... 6,100

THURSDAY, 10th Oct., Noon

KATHERINE PARK ... 5,000

About End of Nov.

Taking Freight and Passengers to other

western and Western Coast ports of South

America in connection with Steamers of the

Pacific S. N. Co.

For further information as to Freight and

Passage, apply to

K. MATSUDA,
Manager,
York Building.

Hongkong, 30th September, 1907.

Intimations.

A. CHAZALON & CO.,

6, Queen's Road Central,

WINE, SPIRIT AND COAL MERCHANTS AND

GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKINS'S STOUT

in pints and Baby bottles.

FRENCH SYRUPS

GRENADINE, GAOSEILLE, & CO.

VICHY, PERRIER, ROCHEMAURE

AND

Other FRENCH MINERAL WATERS

Also

Large Assortment of CANNED GOODS

suitable for Pic-nic.

Hongkong, 15th May, 1907.

HUMBER

CYCLES.

THE BEST IN THE

WORLD.

Cycles Makers

BY

ROYAL WARRANTS

TO

H.M. KING EDWARD VII.

AND

H.R.H. PRINCE OF WALES.

WITH THE LATEST, BEST 3 SPEEDGEAR,

GEAR CASES AND DUNLOP TYRES.

From \$120 to \$150 each.

GUARANTEE FOR 3 YEARS.

WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News:—"For 38

years the name of the HUMBER has been

a guarantee of good workmanship."

DRAGON CYCLE DEPOT,

AGENTS,

11, D'AGUILAR STREET and Kowloon.

Hongkong, 19th July, 1907.

Shipping.

VESSELS IN PORT.

Amara, Br. s.s., 1,654, C. J. Matlock, 27th Sept.
—Möbi 21st Sept. Chalk.—J. M. & Co.
Amigo, Ger. s.s., 822, N. J. Baltzer, 30th Sept.
—Haiphong 27th Sept. and Holbow 28th
Sept.—J. & Co.

Amoy, Ger. s.s., 663, H. Plambach, 25th Sept.
—Takau 23rd Sept. Ballast.—S. W. &
Co.

Angkor, Ger. s.s., 1,001, Chr. Kündel, 28th
Sept.—Bangkok 19th Sept. and Swatow
21st, Rice.—B. & S.

Borneo, Ger. s.s., 1,444, F. Sembl, 30th Sept.
—Sandakan 24th Sept. Gen.—M. & Co.
Christiane, Netherl. s.s., 1,930, Benzen,
26th Sept.—Sydney 26th Aug. Coal and
Flour.—Mr. William.

Chunyang, Br. s.s., 1,417, D. A. King, 30th
Sept.—Möbi 21st Sept. Coal.—J. M. &
Co.

Courfield, Br. s.s., 2,871, J. Wiseman, and
Sept.—Kuchinotzu 28th Aug. Coal.—M.
B. K.

Derwent, Br. s.s., 1,562, J. Jenkins, 26th Sept.
—Saigon 22nd Sept. Rice and Gen.—
Man Fat & Co.

Drufar, Nor. s.s., 1,102, J. Bing, 28th Sept.—
Swatow 27th Sept. Gen.—N. Y. K.
Empress of India, Br. s.s., 3,032, E. Beatham,
R.N.R., 22nd Sept.—Vancouver, (B.C.) 3rd
Sept. and Shanghai 19th, Flour, Mail
Gen.—C. F. & Co.

Frithjof, Nor. s.s., 891, O. Andersen, 26th
Sept.—Swatow 29th Sept. Gen.—O. S. K.
Fukura Maru, Jap. s.s., 3,139, K. Nakayasu,
27th Sept.—Möbi 21st Sept. Coal.—M. B.
K.

Fukushima Maru, Jap. s.s., 1,000, T. Ito, 28th
Sept.—Anping 25th Sept. Gen.—O. S. K.
Hellas, Ger. s.s., 2,500, W. Metzenhain, 30th
Sept.—Samarang (Java) 11th Sept. Sugar,
S. & Co.

Indrapura, Br. s.s., 3,152, Kelway, 25th Sept.
—New York 2nd Aug. Gen.—L. M. & Co.
Keosau, Wai, Ger. s.s., 1,115, J. Köhler, 29th
Sept.—Bangkok and Swatow 18th Sept.
Rice.—B. & S.

Kiyomaru, Jap. s.s., 1,062, S. Hirai, 18th
Sept.—Cebu 13th Sept. Ballast.—Gilmann
& Co.

Kunyang, Br. s.s., 2,078, E. J. Buller, 26th
Aug.—Calcutta via Penang and Singapore
20th Aug. Gen.—L. M. & Co.

Laiyang, Br. s.s., 3,450, E. J. Todd, 20th Sept.
—Calcutta 4th Sept. Penang and Singa-
pore 14th, Gen.—J. M. & Co.

Lockman, Ger. s.s., 1,637, W. Faubert, 29th
Sept.—Bangkok 21st Sept. Rice and
Timber.—B. & S.

Manila, G.R. s.s., 1,181, J. Minssen, 22nd Sept.
—Melbourne 17th Aug. and Manila 19th
Sept. Gen.—M. & Co.

Mercedes, Br. s.s., 3,001, J. S. McGregor, 21st
Sept.—Weihaiwei 16th Sept. Ballast.—
Admiralty.

Nanchang, Br. s.s., 1,044, G. MacKenzie, 30th
Sept.—Canton 20th Sept. Gen.—B. & S.
Nanshan, Br. s.s., 1,299, A. Jones, 30th Sept.
—Swatow 25th Sept. Rice and Gen.—B. &
Co.

Nikko Maru, Jap. s.s., 3,434, R. Swain, 30th
Sept.—Melbourne 4th Sept. Gen.—N. Y.
K.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PERCENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation Do.	80,000 40,000	\$125 \$125	\$125 \$125	\$1,000,000 \$1,750,000	\$1,797,167	{ \$1.15/- for 1 year ending 30.6.07 @ ex 2/2 3/16 - \$16.04	5 %	\$245 ex new issue \$240 new issue London £77.15/- ex new issue London £60.10/- n. issue first call
National Bank of China, Limited	99,975	£7	£6	{ \$12,735 \$300,000	\$71,203	\$2 (London 3/16) for 1903	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,075,000 \$300,000	\$733,638	\$20 for 1905	7 1/2	\$270
North China Insurance Company, Limited	10,000	£15	£5	{ \$1,000,000 \$150,000	Tls. 185,329	{ Interim of 7/16 for account 1906 @ ex 2/10 11, 16 per taal	6 %	Tls. 75 buyers
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	\$3,000,000 \$700,000	\$1,460,400	{ Final of \$12 making \$42 for 1905 and Interim of \$3 for 1906	5 1/2	\$765
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$3,000,000 \$700,000	\$1,461,167	\$1 for 1 year ending 31.12. 5	7 %	\$170 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$300,000	\$320,980	\$1 and bonus \$2 for 1905	9 1/2	\$36 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$300,000	\$435,336	\$40 for 1905	13 %	\$310
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$7,000 \$26,638	\$365	\$1 for 1906	6 1/2	\$15 buyers
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$26,638 \$96,988	Nil.	\$4 for year ending 30.6.1907	10 1/2	\$37 1/2 ex div.
Hongkong, Canton & Macan Steamboat Co., Ltd.	20,000	\$15	\$15	{ \$250,000 \$86,989	\$27,101	\$1 for 1st half-year ending 30.6.07	7 1/2	\$28
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ \$60,000 \$270,000	£3,694	\$1 for 1906 @ ex 2/2 3/16 - \$7.24 per share	3 1/2	{ \$24 \$29
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 54,372 \$400,000	Tls. 13,327	Interim of Tls. 1 1/2 for account 1907	11 1/2	{ Tls. 47 1/2 sellers Tls. 48 1/2 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £1,871 \$65,000	172,370	Interim of 1/- (Coupon No. 3 for a/c 1907	4 1/2	44/-
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$25,957 Tls. 41,479	\$137	{ \$1.00/- for year ending 30.4.1907 \$0.50/-	{ 5 % 5 %	\$20 buyers \$10 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 41,479 Tls. 62,000	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2	Tls. 48 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 none	\$9,218	\$8 for year ending 31.12.06	8 1/2	\$98
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none Tls. 100,000	Tls. 8,935	\$3 for 1907	...	\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ none Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	4 1/2	Tls. 87 1/2 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £110,000 £26,011	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 15.80 b.
Repub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873 £1	£12,358	No. 12 of 1/- = 48 cents	...	\$8 1/2 sales
DOCKS, WHARVES & GODOWNS.								
Fenwick (Goo.) & Co., Limited	18,000	\$25	\$25	{ \$64,124 \$10,335	\$10,335	\$1.75 for year ending 31.12.06	10 1/2	\$17
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	{ \$10,000 \$23,752	\$3,047	Interim of \$2 for six months ending June 30th 1907	6 %	\$67 1/2
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$100,000 \$50,000	\$491,580	\$4 for 1st half-year ending June 30th, 1907	8 %	\$100 buyers
Shanghai Dock and Engineering Co., Ltd.	25,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 100,000	Tls. 10,459	Tls. 3 for year ending 30th April 1907	4 %	Tls. 78
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 75,000	Tls. 23,117	Interim of Tls. 8 for account 1907	8 %	Tls. 24 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 \$10,908	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 1/2	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$30,000 \$1,000	\$10,908	\$2 1/2 for year ending 30.6.07	9 1/2	\$23 buyers
Central Stores, Limited	50,723	\$15	\$15	{ \$1,000 \$64,975	19,178	\$1.80 for 1906	13 %	\$32
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$30,000 \$26,075	\$10,925	\$4 for 1st half-year ending 30.6.07	10 %	\$100
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$250,000 \$208,886	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2	\$96
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	{ \$50,000 \$1,000	\$11,567	80 cents for 1906	7 1/2	\$104
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none Tls. 860,493	\$1,089	\$2 1/2 for 1906	7 %	\$36
Shanghai Land Investment Company, Limited	78,000	Tls. 10	Tls. 10	{ Tls. 860,493 Tls. 170,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2	Tls. 101 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ none Tls. 170,000	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2	\$48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2	Tls. 63 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$60,000 \$1,000	\$14,769	50 cents for year ending 31.7.07	4 1/2	\$10 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	11 1/2	Tls. 53
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none Tls. 28,357	Tls. 31,469	Tls. 8 for 1906	8 1/2	Tls. 90 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ Tls. 28,357 Tls. 28,357	Tls. 50,663	Tls. 50 for 1906	17 1/2	Tls. 287 1/2 sales
MISCELLANEOUS.								
Bell's Asbestos & Cement Works, Limited	8,604	12/6	12/6	{ £1,200 \$10,000	£638	1/3 per share for 1906	9 %	16 1/2
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none \$10,000	1,653	\$3 for 1905	...	\$20 sellers
China Borneo Company, Limited	10,000	\$12	\$12	{ none \$10,000	Nil.	\$1 for 1904	...	\$98
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 55 sales
China Light and Power Company, Limited	10,000	\$10	\$10	{ none Tls. 50,000	125,000	60 cents for year ended 28.2.06	...	16 buyers
China Do. special shares	10,000	\$1	\$1	{ none \$10,000	1855	80 cents for 1906	9 %	\$9
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$10,000 \$10,000	\$2,555	\$1.30 for year ending 31.7.1906	7 1/2	\$18
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	{ \$10,000 \$10,000	\$10,804	Interim of 50 cents per share for a/c 1907	9 %	\$11 1/2
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$10,000 \$10,000	\$15,002	\$2 1/2 for year ending 28.2.07	11 1/2	\$20 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	{ none \$2,953	\$2,953	\$1 per share for year ending 28.2.07	7 1/2	\$14 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none \$10,000	\$4,361	Interim of \$4 for 1 year ending June 30th 07	9 1/2	\$40
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$10,000 \$10,000	\$4,312	Interim of 30 cents per share for a/c 1907	8 %	\$25 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ Tls. 547,300 Tls. 27,603	Tls. 10,374	{ Third interim of Tls. 7 1/2 making Tls. 22 1/2 for a/c 1907	9 %	Tls. 330 buyers
Maatschappij tot Mijl. Bosch en Landbouw- productie in Lido, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,300 Tls. 27,603	Tls. 10,374	\$1 per sh. or period 19th Oct. to 30th Apr. 07	8 1/2	\$15 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ none Tls. 10,000	Dr. P. 34,324	None	...	\$5 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	{ none Tls. 10,000	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2	Tls. 105 sales
Philippine Company, Limited	67,500	\$10	\$10	{ Tls. 67,323 Tls. 45,000	Tls. 9,751	Tls. 4 for 1905	...	Tls. 35
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 8,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906	...	Tls. 171
Shanghai Hotel & Restaurant Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 24,820 Tls. 50,000	Tls. 7,843	Interim of Tls. 5 for a/c 1907	8 1/2	Tls. 116 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 190,000 Tls. 190,000	Tls. 85,592	{ Interim of 15/- for account 1907 Interim of 11/3 for account 1907	...	Tls. 310 buyers Tls. 280 buyers
Shanghai Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 190,000 Tls. 190,000	Tls. 85,592	None	...	\$22
Shanghai Waterworks Company, Limited	8,175	£20	£20	{ Tls. 190,000 Tls. 190,000	Dr. 41,954	40 cents for year ending 31.5.7	6 1/2	\$6
South China Morning Post, Limited	7,200	\$25	\$25	{ none Tls. 15,395	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	...	Tls. 97
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none Tls. 4,000	\$349	First year	...	\$12
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,395 Tls. 4,000	Tls. 201	80 cents on 9,000 ord. shares and 1908 on 100 Founders shares for yr. end. 31.5.07	8 %	\$10
Union Waterboat Company, Limited	50,000	\$10	\$10	{ none \$35,000	\$1,360	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2	\$11 buyers
United Asbestos & Cement Agency, Limited	10,000	\$10	\$10	{ \$35,000 \$35,000	\$5,482	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %	\$8
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$35,000 \$35,000	\$5,482			
William Powell, Limited	15,000	\$10	\$10	{ \$4,500 \$4,500	\$182			

* These shares are entitled to half of the profits.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "NERA"

Captain Schmitt, will be despatched for
MARSEILLES on TUESDAY, the 15th
October, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transshipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:-

S.S. "YARRA" 25th Oct.
S.S. "ERNEST SIMONS" 15th Nov.
S.S. "TOMMY" 15th Nov.
S.S. "POLYMERIE" 15th Dec.
S.S. "TOURANE" 24th Dec.

G. DE CHAMPEAUX
Agent.

Hongkong, 1st October, 1907. (10)

THE AMERICAN AND ORIENTAL LINE.

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(With liberty to call at the Malabar Coast.)

THE Steamship

"HEADLEY"

will be despatched for the above Port, on
or about SATURDAY, the 19th October.

For Freight, apply to

ARNOLD, KARBURG & Co.,
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Hongkong, 16th September, 1907. (15)

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